

Mr. Speaker, this legislation is about empowering parents and students to be able to get the best education they can, so that like Peter they too will have the chance to participate fully in American society.

We should never forget why we went through this process. Before the IDEA law was on the books over 20 years ago, more than a million children with disabilities were not being educated. Schools refused to take them, and States did not force them to do.

IDEA is a civil rights law. For a parent with a disabled child, there is nothing more important than knowing your child will get as good an education as any other child. You would think that is not so much to ask in this great and rich country of ours. In fact, twenty years ago, it was too much to ask. But it is not any more.

IN MEMORY OF LLOYD REYNOLDS

HON. ROBERT L. EHRLICH, JR.

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 15, 1997

Mr. EHRLICH. Mr. Speaker, I rise today with great sadness to pay tribute to a wonderful friend of mine, Mr. Lloyd Reynolds. Lloyd was 64 years old when he was suddenly and prematurely taken from us last month. It is difficult for me to express the profound loss to me, his family, and the State of Maryland.

Lloyd was born in Long Branch, NJ, and moved to Reisterstown, MD, when he was 16. He graduated from Franklin High School in 1950, and, 5 years later, founded Reynolds & Yellott Co., a construction firm.

Always interested in farming, Lloyd raised cattle, pigs, and turkeys near his home. He became increasingly involved with the farming community and was president of the Baltimore County Farm Bureau at his death. One of his greatest concerns was the loss of quality farmland to commercial developers, and he sought alternative ways for farmers to get equity out of their land without having to sell for such development.

Lloyd was also involved in community service of another kind. A staunch Republican in a State where Democrats outnumbered Republicans by a ratio of three to one, Lloyd was a Republican candidate for Lieutenant Governor of Maryland in 1982 and 1990. Although both attempts were unsuccessful, being involved was a way of life for Lloyd Reynolds.

I could always rely on Lloyd for advice about farming or small business issues because I knew he would be candid and sincere with me. He was always unselfish and genuinely concerned about others—qualities that defined him as a unique human being.

Mr. Speaker, I want to send my condolences to Lloyd's wife of 43 years, Barbara, and his entire family. I will miss him a great deal. At the same time, I remain most thankful that Lloyd Reynolds was a part of my life over the past 12 years.

A FACTSHEET ON ALCOHOL-IMPAIRED DRIVING FROM THE CENTER FOR DISEASE CONTROL [CDC]

HON. MICHAEL BILIRAKIS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 15, 1997

Mr. BILIRAKIS. Mr. Speaker, on May 13, 1997, I held a special order on the dangers of drunk driving. At the time, I submitted a factsheet to the CONGRESSIONAL RECORD on alcohol-impaired driving from the Center for Disease Control. However, the fact sheet was inadvertently left out of the RECORD. The factsheet is added here as an extension of remarks.

ALCOHOL-RELATED CRASH DEATHS: GENERAL POPULATION

Motor vehicle crashes are a leading cause of death in the United States for persons from one to 34 years of age.

41.3 percent of the 41,693 traffic fatalities in 1995 were alcohol-related (i.e., either the driver or nonoccupant (e.g., pedestrian) had a Blood Alcohol Content equal to or greater than 0.01 g/dL in a police-reported crash).

A driver with an alcohol concentration of point one-zero (0.10) (the legal limit in many States) or greater is seven times more likely to be involved in a fatal motor vehicle crash than is a driver who has not consumed alcoholic beverages. A driver with an alcohol concentration of 0.15 or greater is about 25 times more likely to be involved in a fatal motor crash.

From 1982 through 1995, the number of alcohol-related traffic fatalities decreased 31 percent, from 25,165 to 17,217.

Fatal crashes that occur at night, on weekends, and that involve only one vehicle have the highest percentage of alcohol involvement.

Men who die in motor vehicle crashes are almost two times more likely than women to be legally intoxicated.

Among drivers killed in motor vehicle crashes in 1995, the highest rates of alcohol intoxication were recorded for drivers 25 to 34-years of age (45.9 percent), followed by drivers aged 21 to 24 years (41.7 percent) and drivers 35 to 44 years of age (41.3 percent).

ALCOHOL-RELATED CRASH DEATHS: YOUTH AND YOUNG ADULTS

In 1994, 29 percent of the 2,610 traffic fatalities involving 15- to 17-year olds and 44 percent of the 3,616 traffic fatalities involving 18- to 20-year olds were alcohol-related.

Among young persons who drive after drinking alcohol, the relative risk of being involved in a crash is greater for young persons at all blood alcohol concentrations than it is for older persons.

ROLE OF OTHER DRUGS IN CRASH DEATHS

Drugs other than alcohol (e.g., marijuana and cocaine) have been identified in 18 percent of driver deaths. These drugs are generally used in combination with alcohol.

Most fatally injured drivers who have used drugs other than alcohol are males between the ages of 25 to 54.

ALCOHOL-RELATED CRASHES: FREQUENCY AND COST

Approximately 40 percent of persons will be involved in an alcohol-related crash during their lifetime.

In 1990, alcohol-related crashes cost \$46.1 billion, including \$5.1 billion in medical expenses.

DRINKING AND DRIVING: FREQUENCY AND CHARACTERISTICS OF DRINKING DRIVERS

In 1993, there were approximately 1.5 million arrests for driving under the influence of alcohol or narcotics in the United States.

Teenage and young adult drivers aged 16-29 years of age who have been arrested for driving while impaired are over four times more likely to die in future crashes involving alcohol than those who have not been arrested for drunk driving.

Adult drivers age 30 and older, who have been arrested for drunk driving, are over 11 times more likely to die in future crashes involving alcohol than those who have not been arrested.

Over 70 percent of drivers convicted of driving while impaired have serious drinking problems.

NATIONAL OBJECTIVES

By the year 2000, the U.S. Public Health Service wants to reduce alcohol-related motor vehicle crash deaths to no more than 5.5 per 100,000 population. (In 1994, the rate of deaths from these crashes was 6.4 per 100,000 population.)

By 2005, the U.S. Department of Transportation wants to reduce alcohol-related traffic fatalities to 11,000.

PROGRAMS AND POLICIES TO PREVENT ALCOHOL-IMPAIRED DRIVING

States lowering the legal BAC to 0.08 percent have experienced a 16 percent decline in the proportion of fatal crashes involving fatally injured drivers whose blood alcohol levels were 0.08 percent or higher and an 18 percent decline in the proportion of fatal crashes involving fatally injured drivers whose blood alcohol levels were 0.15 percent or higher, relative to other states who had not adopted these laws.

Raising the minimum drinking age to 21 years has been shown to reduce alcohol consumption among youth and significantly reduce crash deaths in the under-21 age group.

In one State, raising the minimum drinking age from 19 to 21 years resulted in a 38 percent decline in motor vehicle death rates among 19 and 20 year olds.

States lowering the legal BAC for drivers under age 21 years have experienced a 22 percent decline in deaths in single-vehicle crashes involving drivers 15-20 years of age compared to an only 2 percent decline in States that did not establish lower blood alcohol content for these drivers.

States that require the prompt suspension of the driver's license of persons who drive while intoxicated (i.e., administrative license revocation) have typically experienced a 6 percent decline in single-vehicle nighttime fatal crashes, crashes that typically involve alcohol.

Substance abuse treatment for DWI offenders has generally resulted in a 7- to 9-percent reduction in DWI recidivism.

TRIBUTE TO MICHAEL BLOOMBERG

HON. NITA M. LOWEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 15, 1997

Mrs. LOWEY. Mr. Speaker, I rise to honor Mr. Michael Bloomberg on the occasion of his receiving the prestigious Herbert Lehman Award, presented by the American Jewish Committee. As a member of the tribute committee, I am well aware of Michael's leadership in civic and community service, as well as success in New York's financial community.

A 1964 graduate of Johns Hopkins University, and a 1966 graduate of Harvard Business School, Michael has achieved one success after another. Following graduation, Michael spent 6 years at Salomon Brothers where he